

2002

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

79

Richmond County
Town of Warsaw

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
<div><div>3</div></div>	0.15	5200	G	From 91%	To 1%	Westmoreland County Line				F	0.084	F	0.51	5200	G	2002
<div><div>3</div></div>	1.46	6500	G	From 91%	To 1%	SR 203 Lyells				C	0.083	F	0.579	6500	G	2002
<div><div>3</div></div>	0.79	6500	N	From 91%	To 1%	79-653				N	0.083	N	0.579	6500	N	2002
Town of Warsaw																
<div><div>3</div></div>	0.20	6500	N	From 91%	To 1%	NCL Warsaw				N	0.083	N	0.579	6500	N	2002
<div><div>3</div></div>	0.11	6800	G	From 90%	To 1%	SR 3 Bus				F	0.081	F	0.568	6800	G	2002
Richmond County																
<div><div>3</div></div>	6.20	6800	N	From 90%	To 1%	US 360, SR 3 Bus				F	0.081	F	0.568	6800	G	2002
Richmond County																
<div><div>3</div></div>	6.20	6800	N	From 90%	To 1%	SCL Warsaw				N	0.081	N	0.568	6800	N	2002
<div><div>3</div></div>	3.07	3700	G	From 90%	To 1%	79-642 Near Emmerton				F	0.083	F	0.666	3700	G	2002
<div><div>3</div></div>	2.37	3400	G	From 90%	To 1%	79-692				F	0.086	F	0.534	3400	G	2002
<div><div>3</div></div>	2.70	3100	G	From 90%	To 1%	79-608				F	0.087	F	0.534	3100	G	2002
Town of Warsaw																
<div><div>Bus</div><div>3</div></div>	0.77	12000	N	From 93%	To 0%	SR 3				N	0.087	N	0.622	12000	N	2002
<div><div>Bus</div><div>3</div><div>360</div></div>	0.78	12000	G	From 93%	To 0%	US 360				F	0.087	F	0.622	12000	G	2002
Richmond County																
<div><div>203</div></div>	0.40	2700	G	From 86%	To 0%	E SR 3				F	0.081	F	0.687	2700	G	2002
Richmond County																
<div><div>360</div></div>	3.98	14000	G	From 93%	To 0%	SR 3 Lyells				F	0.081	F	0.687	2700	G	2002
<div><div>360</div></div>	0.40	14000	A	From 93%	To 0%	Westmoreland County Line				F	0.079	F	0.572	14000	G	2002
<div><div>360</div></div>	0.40	14000	A	From 93%	To 0%	Essex County Line				A	0.096	A	0.529	14000	A	2002
Town of Warsaw																
<div><div>360</div></div>	2.02	14000	N	From 93%	To 0%	W 79-624				N	0.096	N	0.529	14000	N	2002
<div><div>360</div></div>	0.78	12000	G	From 93%	To 0%	WCL Warsaw				F	0.087	F	0.622	12000	G	2002
<div><div>360</div></div>	0.37	7900	G	From 93%	To 0%	W SR 3 Bus				F	0.085	F	0.564	7900	G	2002
Richmond County																
<div><div>360</div></div>	4.59	7900	N	From 93%	To 0%	E SR 3 Bus, SR 3				N	0.085	N	0.564	7900	N	2002
<div><div>360</div></div>	2.97	6000	G	From 93%	To 0%	ECL Warsaw				F	0.088	F	0.661	6000	G	2002
Richmond County																
<div><div>600</div></div>	3.16	400	G	From 95%	To 0%	79-661				F	0.104	F	0.667	400	G	2002
Richmond County																
<div><div>600</div></div>	3.16	400	G	From 95%	To 0%	Northumberland County Line				F	0.104	F	0.667	400	G	2002
Richmond County																
<div><div>600</div></div>	3.16	400	G	From 95%	To 0%	Lancaster County Line				F	0.104	F	0.667	400	G	2002
Richmond County																
<div><div>600</div></div>	3.16	400	G	From 95%	To 0%	79-601				F	0.104	F	0.667	400	G	2002

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
600	2.23	390	G	From:	79-601					F	0.103	F	0.619	390	G	2002
				To:	79-604 SOUTH											
600	0.26	460	G	From:	79-604 SOUTH					C	0.107	F	0.6	460	G	2002
				To:	Lancaster County Line											
601	2.90	210	R	From:	SR 3					NA	NA	NA	08/22/2001			
				To:	79-600											
602	1.64	240	R	From:	Dead End					NA	NA	NA	09/26/2001			
				To:	79-607											
602	0.03	340	R	From:	SR 3 EAST					NA	NA	NA	09/26/2001			
				To:	SR 3 WEST											
602	0.11	200	R	From:	79-692					NA	NA	NA	09/26/2001			
				To:	79-612											
602	3.00	140	R	From:	79-601					NA	NA	NA	08/22/2001			
				To:	79-612											
603	3.00	30	R	From:	79-601					NA	NA	NA	09/05/2001			
				To:	79-612											
604	0.60	20	R	From:	Dead End					NA	NA	NA	09/05/2001			
				To:	79-600											
605	1.20	20	R	From:	79-606					NA	NA	NA	08/22/2001			
				To:	1.20 ME 79-606											
605	0.50	20	R	From:	Dead End					NA	NA	NA	08/22/2001			
				To:	Dead End											
606	1.33	200	R	From:	Dead End					NA	NA	NA	1998			
				To:	79-673											
606	1.75	340	G	From:	94%	0%	2%	0%	3%	C	0.087	F	0.6	340	G	2002
				To:	79-608											
607	0.90	220	R	From:	Dead End					NA	NA	NA	1998			
				To:	79-602 Gap Terminus											
607	3.25	580	G	From:	96%	0%	2%	0%	1%	F	0.092	F	0.616	580	G	2002
				To:	69-677											
607	1.65	800	G	From:	96%	0%	2%	0%	1%	F	0.094	F	0.6	800	G	2002
				To:	79-617											
607	0.50	550	G	From:	96%	0%	2%	0%	1%	C	0.109	F	0.547	550	G	2002
				To:	US 360											
608	1.03	160	G	From:	79-642					F	0.091	F	0.533	160	G	2002
				To:	79-610											
608	0.08	270	G	From:	93%	1%	4%	0%	2%	F	0.092	F	0.68	270	G	2002
				To:	79-613											
608	3.37	220	G	From:	93%	1%	4%	0%	2%	F	0.089	F	0.814	220	G	2002
				To:	79-606											
608	0.90	990	G	From:	93%	1%	4%	0%	2%	C	0.090	F	0.73	990	G	2002
				To:	SR 3											

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Richmond County																	
609	1.35	80	R	From	Dead End						NA			NA		08/22/2001	
				To	79-610												
610	0.65	80	R	From	79-647						NA			NA		08/22/2001	
				To	79-657												
610	0.30	30	R	From							NA			NA		08/22/2001	
610	0.45	40	R	From	Dead End; Gap Terminus						NA			NA		08/22/2001	
				To													
610	0.75	100	R	From	79-641						NA			NA		08/22/2001	
				To	79-608												
611	1.50	170	R	From	79-613						NA			NA		08/15/2001	
				To	SR 3												
612	1.30	270	R	From	79-602						NA			NA		08/22/2001	
				To	79-616												
612	3.30	300	R	From							NA			NA		08/22/2001	
				To	66-600												
613	2.50	280	R	From	79-608						NA			NA		08/15/2001	
				To	79-611												
613	0.80	240	R	From							NA			NA		08/15/2001	
				To	SR 3												
614	0.07	40	R	From	Dead End						NA			NA		08/15/2001	
				To	79-669												
614	2.20	100	R	From							NA			NA		08/15/2001	
				To	79-642												
614	2.17	120	R	From							NA			NA		08/15/2001	
				To	79-615												
614	1.84	270	R	From							NA			NA		08/15/2001	
				To	79-643												
614	0.70	580	G	97%	0%	2%	0%	1%	0%	C	0.112	F	0.615	580	G	2002	
614	0.35	40	R	From	SR 3						NA			NA		08/15/2001	
				To													
614	1.25	40	R	From	79-626						NA			NA		08/15/2001	
				To	Dead End												
615	1.40	150	R	From	Dead End						NA			NA		1998	
				To	79-614												
616	3.90	80	R	From	79-612						NA			NA		09/05/2001	
				To	66-600; 66-616												
617	0.80	770	G	From	79-607						C	0.107	F	0.541	770	G	2002
				To	US 360												
618	1.00	290	R	From	79-661						NA			NA		09/05/2001	
				To	Northumberland County Line												

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
(619)	3.10	460	G	From: SR 3						C	0.101	F	0.511	460	G	2002
				To: 79-627												
(619)	1.42	480	G	From: 79-627						F	0.108	F	0.552	480	G	2002
				To: US 360												
(619)	2.80	610	G	From: US 360						F	0.103	F	0.648	610	G	2002
				To: Westmoreland County Line												
(620)	0.15	130	R	From: Dead End							NA			NA		08/15/2001
				To: SR 3												
(620)	2.31	250	R	From: SR 3							NA			NA		09/26/2001
				To: US 360												
(620)	2.79	540	R	From: US 360							NA			NA		09/05/2001
				To: Westmoreland County Line												
(621)	1.80	590	R	From: 79-624							NA			NA		08/16/2001
				To: 79-690 WEST												
(621)	2.88	270	R	From: 79-690 EAST							NA			NA		08/01/2001
				To: 79-637												
(621)	0.10	310	R	From: 79-637							NA			NA		08/01/2001
				To: Westmoreland County Line												
(622)	1.30	30	R	From: Dead End							NA			NA		08/06/2001
				To: 79-625												
(622)	0.70	80	R	From: 79-625							NA			NA		08/06/2001
				To: 79-624 WEST												
(622)	2.10	80	R	From: 79-624 EAST							NA			NA		08/06/2001
				To: 79-638 WEST												
(622)	0.20	210	R	From: 79-638 WEST							NA			NA		08/16/2001
				To: 79-638 EAST												
(622)	0.70	580	G	From: 79-638 EAST	97%	0%	2%	0%	0%	C	0.103	F	0.69	580	G	2002
				To: Westmoreland County Line												
(623)	1.28	400	R	From: 79-624							NA			NA		08/06/2001
				To: Westmoreland County Line												
(624)	1.20	110	R	From: Dead End							NA			NA		1998
				To: SCL Warsaw												
Town of Warsaw																
(624)	0.10	110	N	From: SCL Warsaw							NA			0	N	1998
				To: US 360 EAST												
Richmond County																
(624)	0.20	2400	G	From: US 360 WEST	97%	0%	1%	1%	1%	F	0.093	F	0.631	2400	G	2002
				To: 79-634												
(624)	0.80	2000	G	From: 79-634	97%	0%	1%	1%	1%	C	0.092	F	0.663	2000	G	2002
				To: 79-621												
(624)	1.10	1500	G	From: 79-621	97%	0%	1%	1%	1%	F	0.089	F	0.659	1500	G	2002
				To: 79-676												
(624)	3.27	1200	G	From: 79-676	97%	0%	1%	1%	1%	F	0.083	F	0.685	1200	G	2002
				To: 79-636 NORTH												

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						2Axle	3+Axle	1Trail	2Trail								
Richmond County																	
624	3.21	950	G	From:	79-636 NORTH				F	0.094	F	0.550	950	G	2002		
				To:	79-638 SOUTH												
624	0.90	980	G	From:	79-638 NORTH				F	0.082	F	0.506	980	G	2002		
				To:	Westmoreland County Line												
625	0.65	9	R	From:	79-622				NA			NA		08/06/2001			
				To:	Dead End												
626	0.40	100	R	From:	SR 3				NA			NA		08/15/2001			
				To:	79-614												
627	2.14	350	R	From:	79-619				NA			NA		09/05/2001			
				To:	US 360												
627	0.06	370	R	From:	79-661				NA			NA		09/05/2001			
				To:	Dead End												
628	0.70	110	R	From:	US 360				NA			NA		1998			
				To:	79-620												
629	0.17	220	R	From:	79-695				NA			NA		09/05/2001			
				To:	Dead End												
630	1.25	90	R	From:	Dead End				NA			NA		08/15/2001			
				To:	79-660												
630	1.41	380	G	From:	94%	0%	3%	0%	2%	0%	C	0.094	F	0.583	380	G	2002
				To:	79-631												
630	1.69	840	G	From:	94%	0%	3%	0%	2%	0%	F	0.092	F	0.622	840	G	2002
				To:	SR 3												
631	1.30	210	R	From:	Dead End				NA			NA		1998			
				To:	79-630												
632	1.79	160	R	From:	Dead End				NA			NA		1998			
				To:	79-679												
632	0.07	250	R	From:	39-698				NA			NA		1998			
				To:	79-698												
632	0.78	500	R	From:	SR 3				NA			NA		08/15/2001			
				To:	79-637												
633	2.51	10	R	From:	79-690				NA			NA		08/01/2001			
				To:	Dead End												
634	0.55	50	R	From:	79-636				NA			NA		1998			
				To:	79-624												
634	4.06	360	G	From:	93%	0%	3%	0%	4%	0%	C	0.119	F	0.565	360	G	2002
				To:	79-624												
635	1.41	140	R	From:	79-624				NA			NA		08/01/2001			
				To:	79-636												

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Mobility Management Division
2002
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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
(636)	1.70	170	R	From		79-634					NA			NA		08/09/2001
				To		79-640										
(636)	0.32	220	R	From		79-624 SOUTH					NA			NA		08/09/2001
				To		79-624 NORTH										
(636)	2.00	140	R	From		79-637					NA			NA		08/09/2001
				To		Dead End										
(637)	0.70	130	R	From		79-624 WEST					NA			NA		08/06/2001
				To		79-624 EAST										
(637)	1.50	230	R	From		79-636					NA			NA		08/06/2001
				To		79-690 WEST										
(637)	2.44	230	R	From		79-690 EAST					NA			NA		08/01/2001
				To		79-621										
(637)	1.50	130	R	From		Dead End					NA			NA		08/01/2001
				To		79-624 SOUTH										
(638)	3.00	230	R	From		79-624 MID					NA			NA		08/06/2001
				To		79-639				C	0.120	F	0.703	280	G	2002
(638)	1.40	280	G	99%	0%	1%	0%	0%	0%							
(638)	1.30	320	G	99%	0%	1%	0%	0%	0%	F	0.113	F	0.688	320	G	2002
				To		79-622 EAST										
(638)	2.10	120	R	From		79-622 WEST					NA			NA		08/06/2001
				To		79-624 NORTH										
(639)	0.45	60	R	From		79-638					NA			NA		08/06/2001
				To		Dead End										
(640)	2.50	100	R	From		79-636					NA			NA		08/01/2001
				To		79-624										
(641)	1.10	90	R	From		79-642					NA			NA		08/22/2001
				To		79-610										
(642)	0.04	20	R	From		Dead End					NA			NA		1998
				To		79-665										
(642)	0.01	60	R	From		79-681					NA			NA		1998
				To		79-641										
(642)	1.10	260	R	From		79-608					NA			NA		08/22/2001
				To		79-614										
(642)	1.10	280	G	95%	0%	4%	1%	1%	0%	F	0.128	F	0.622	280	G	2002
				To		79-651										
(642)	0.70	420	G	95%	0%	4%	1%	1%	0%	F	0.105	F	0.646	420	G	2002
				To		SR 3										
(642)	2.28	560	G	95%	0%	4%	1%	1%	0%	C	0.102	F	0.632	560	G	2002
				To		79-614										
(642)	0.90	740	G	95%	0%	4%	1%	1%	0%	F	0.097	F	0.684	740	G	2002
				To		Dead End										
(643)	1.16	180	R	From		79-614					NA			NA		1998
				To		Dead End										

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
644	0.46	150	R	From	Dead End						NA			NA		09/05/2001
				To	79-656											
645	0.70	110	R	From	Dead End						NA			NA		08/06/2001
				To	Westmoreland County Line											
646	0.55	60	R	From	US 360						NA			NA		08/06/2001
				To	0.55 MN US 360											
646	0.99	60	R	From							NA			NA		08/06/2001
				To	79-621											
647	0.80	110	R	From	Dead End						NA			NA		1998
				To	79-648											
647	0.90	170	R	From							NA			NA		1998
				To	79-610											
647	2.40	310	R	From							NA			NA		08/22/2001
				To	79-608											
648	0.70	40	R	From	79-647						NA			NA		1998
				To	Dead End											
Town of Warsaw																
649	0.34	180	R	From	US 360 EAST						NA			NA		09/11/2001
				To	US 360 WEST											
Richmond County																
650	0.90	240	R	From	Dead End						NA			NA		09/05/2001
				To	79-619											
651	0.20	30	R	From	79-614						NA			NA		08/15/2001
				To	0.20 MN 79-614											
651	1.92	30	R	From							NA			NA		08/15/2001
				To	79-642											
652	0.53	70	R	From	Dead End						NA			NA		08/01/2001
				To	79-683											
652	1.07	110	R	From							NA			NA		08/01/2001
				To	79-636											
653	0.45	120	R	From	SR 3						NA			NA		09/26/2001
				To	79-667											
653	0.45	70	R	From							NA			NA		09/26/2001
				To	Dead End											
654	1.30	20	R	From	Dead End						NA			NA		08/22/2001
				To	79-600											
655	1.25	130	R	From	Dead End						NA			NA		1998
				To	79-614											
656	0.63	80	R	From	Dead End						NA			NA		09/05/2001
				To	79-644											
656	0.57	240	R	From							NA			NA		09/05/2001
				To	79-617											

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
657	0.90	45	R	From:	Dead End						NA			NA		1998
				To:	79-610											
658	0.52	80	R	From:	Dead End						NA			NA		1998
				To:	79-619											
659	0.50	20	R	From:	Dead End						NA			NA		08/01/2001
				To:	79-690											
660	0.35	70	R	From:	Dead End						NA			NA		1998
				To:	79-672											
660	0.15	140	R	From:							NA			NA		1998
				To:	79-630											
661	1.90	520	R	From:	US 360						NA			NA		09/05/2001
				To:	79-627											
661	0.08	40	R	From:							NA			NA		09/05/2001
				To:	Dead End											
662	0.70	170	R	From:	79-661						NA			NA		09/05/2001
				To:	79-619											
663	1.00	60	R	From:	79-620						NA			NA		1998
				To:	Dead End											
664	0.45	100	R	From:	79-637						NA			NA		08/01/2001
				To:	Dead End											
665	0.10	40	R	From:	79-642						NA			NA		1998
				To:	Dead End											
666	0.06	NA		From:	Dead End						NA			NA		
				To:	SR 3											
667	0.64	20	R	From:	Dead End						NA			NA		09/26/2001
				To:	79-653											
668	0.15	90	R	From:	79-617						NA			NA		1998
				To:	US 360											
669	0.05	40	R	From:	79-614						NA			NA		1998
				To:	Dead End											
670	0.65	200	R	From:	US 360						NA			NA		1998
				To:	79-699											
671	0.45	70	R	From:	Dead End						NA			NA		09/05/2001
				To:	79-619											
672	0.35	60	R	From:	Dead End						NA			NA		1998
				To:	79-660											
673	0.84	80	R	From:	Dead End						NA			NA		1998
				To:	79-606											

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
674	0.40	60	R	From	Dead End						NA			NA		08/01/2001
				To	79-621											
675	0.61	30	R	From	Dead End						NA			NA		1998
				To	79-636											
676	0.98	40	R	From	79-624						NA			NA		1998
				To	Dead End											
677	0.30	47	R	From	Dead End						NA			NA		09/05/2001
				To	79-607											
678	0.67	30	R	From	Dead End						NA			NA		08/06/2001
				To	0.67 MS Dead End											
678	0.13	30	R	From	79-624						NA			NA		08/06/2001
				To	79-624											
679	0.35	90	R	From	79-632						NA			NA		1998
				To	Dead End											
680	0.40	110	R	From	Dead End						NA			NA		1998
				To	79-637											
681	0.40	140	R	From	Dead End						NA			NA		1998
				To	79-642											
682	0.09	20	R	From	Dead End						NA			NA		1998
				To	79-608											
683	0.38	10	R	From	Dead End						NA			NA		1998
				To	79-652											
684	0.55	48	R	From	79-619						NA			NA		08/15/2001
				To	Dead End											
685	0.35	110	R	From	Dead End						NA			NA		1998
				To	79-637											
686	0.08	70	R	From	79-697						NA			NA		1998
				To	79-1101											
686	0.07	90	R	From	US 360; FR-815						NA			NA		1998
				To	US 360; FR-815											
687	0.12	160	R	From	Dead End						NA			NA		1998
				To	SR 3											
688	0.20	40	R	From	Dead End						NA			NA		1998
				To	79-630											
689	0.19	60	R	From	Cul-de-Sac						NA			NA		1998
				To	SR 3											
Town of Warsaw																
690	0.20	1000	G	From	SR 3					F	0.113	F	0.537	1000	G	2002
				To	NCL WARSAW											

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
690	2.64	660	G	98%	0%	1%	0%	1%	0%	C	0.093	F	0.629	660	G	2002
690	2.49	430	R								NA			NA		08/06/2001
690	1.50	380	R								NA			NA		08/01/2001
690	0.50	370	R								NA			NA		08/01/2001
691	0.85	30	R								NA			NA		08/06/2001
692	0.40	380	R								NA			NA		09/26/2001
692	0.22	780	G	94%	0%	3%	1%	2%	0%	C	0.097	F	0.539	780	G	2002
693	0.30	120	R								NA			NA		1998
694	0.19	30	R								NA			NA		08/01/2001
695	0.15	170	R								NA			NA		09/05/2001
696	0.19	30	R								NA			NA		08/22/2001
697	0.66	210	R								NA			NA		09/26/2001
697	0.76	140	R								NA			NA		09/26/2001
698	0.36	60	R								NA			NA		1998
699	0.13	90	R								NA			NA		1998
Town of Warsaw																
700	0.13	190	R								NA			NA		10/17/2001
Richmond County																
700	0.20	170	R								NA			NA		09/11/2001
701	0.70	40	R								NA			NA		08/22/2001
702	0.17	NA									NA			NA		

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
703	0.15	100	R	From:	Dead End						NA			NA		08/15/2001
				To:	79-704											
704	0.38	90	R	From:	Cul-de-Sac						NA			NA		08/15/2001
				To:	79-703											
705	0.04	60	R	From:	79-620						NA			NA		08/15/2001
				To:	Dead End											
707	0.30	40	R	From:	SR 3						NA			NA		1998
				To:	Dead End											
708	0.38	40	R	From:	79-614						NA			NA		1998
				To:	Dead End											
709	0.19	90	R	From:	79-630						NA			NA		1998
				To:	SR 3											
710	0.42	60	R	From:	Dead End						NA			NA		08/22/2001
				To:	79-606											
720	0.20	30	R	From:	79-642						NA			NA		08/22/2001
				To:	Cul-de-Sac											
Town of Warsaw																
1000	0.25	70	R	From:	SR 3						NA			NA		09/11/2001
				To:	Cul-de-Sac											
1001	0.75	360	G	96%	0%	3%	0%	2%	0%	C	0.092	F	0.571	360	G	2002
				To:	NCL WARSAW											
1002	0.23	280	R	From:	SR 3						NA			NA		09/26/2001
				To:	79-1001											
1003	0.23	1100	R	From:	SR 3						NA			NA		09/11/2001
				To:	US 360											
1004	0.17	300	R	From:	US 360; SR 3 BUS; BEGIN LOOP						NA			NA		09/11/2001
1004	0.13	310	R	To:	79-1036						NA			NA		09/11/2001
				To:	END LOOP											
1005	0.18	30	R	From:	79-1012						NA			NA		1998
				To:	79-1006											
1005	0.17	80	R	From:	79-1020						NA			NA		1998
				To:	79-690											
1006	0.08	310	R	From:	79-1012						NA			NA		09/11/2001
				To:	79-1005											
1006	0.10	520	R	From:	SR 3						NA			NA		09/11/2001
				To:	SR 3											

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Warsaw																
1007	0.13	1900	R	From:	US 360; 79-624						NA			NA		09/11/2001
				To:	Dead End											
1008	0.19	130	R	From:	US 360						NA			NA		09/26/2001
				To:	79-1002											
1009	0.09	200	R	From:	79-1028						NA			NA		1998
				To:	79-1014 SOUTH											
1009	0.02	240	R	From:							NA			NA		1998
				To:	79-1014 NORTH											
1009	0.06	260	R	From:							NA			NA		1998
				To:	79-1010 SOUTH											
1009	0.03	320	R	From:							NA			NA		1998
				To:	79-1010 NORTH											
1009	0.05	650	R	From:							NA			NA		09/11/2001
				To:	US 360											
1010	0.06	10	R	From:	WCL WARSAW						NA			NA		1998
				To:	79-1011											
1010	0.09	100	R	From:							NA			NA		1998
				To:	79-1009											
1010	0.14	30	R	From:	79-1009 SOUTH						NA			NA		1998
				To:	79-1018											
1011	0.09	20	R	From:	79-1014						NA			NA		1998
				To:	79-1010											
1012	0.11	60	R	From:	Dead End						NA			NA		1998
				To:	79-1005											
1012	0.08	110	R	From:							NA			NA		1998
				To:	79-1006											
1012	0.28	70	R	From:							NA			NA		1998
				To:	Dead End											
1013	0.18	150	R	From:	US 360; 79-1016						NA			NA		09/11/2001
				To:	Dead End											
1014	0.04	20	R	From:	WCL WARSAW						NA			NA		1998
				To:	79-1011											
1014	0.09	40	R	From:							NA			NA		1998
				To:	79-1009											
1014	0.15	46	R	From:							NA			NA		1998
				To:	79-1018											
1015	0.23	100	R	From:	Cul-de-Sac						NA			NA		09/11/2001
				To:	0.23 MN Cul-de-Sac											
1015	0.33	280	R	From:							NA			NA		09/11/2001
				To:	79-1036											
1015	0.09	870	R	From:							NA			NA		09/11/2001
				To:	US 360											
1016	0.40	410	R	From:	79-1017						NA			NA		1998
				To:	US 360											

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Warsaw																
(1017)	0.04	80	R	From	Dead End						NA			NA		1998
(1017)	0.07	170	R	To	79-1016						NA			NA		1998
(1017)	0.10	90	R	From	79-1023						NA			NA		1998
				To	Dead End											
(1018)	0.05	80	R	From	SCL WARSAW						NA			NA		1998
(1018)	0.10	110	R	To	79-1014						NA			NA		1998
(1018)	0.08	170	R	From	79-1010						NA			NA		1998
				To	79-649											
(1019)	0.15	60	R	From	US 360						NA			NA		1998
				To	Dead End											
(1020)	0.12	40	R	From	79-1005						NA			NA		1998
				To	NCL WARSAW											
(1021)	0.15	680	R	From	79-1022						NA			NA		1998
				To	US 360											
(1022)	0.18	1100	R	From	SR 3						NA			NA		1998
(1022)	0.04	1400	R	To	79-1021						NA			NA		1998
				To	Dead End											
(1023)	0.16	80	R	From	Dead End						NA			NA		1998
				To	79-1017											
(1027)	0.15	60	R	From	Dead End						NA			NA		1998
				To	79-649											
(1028)	0.13	110	R	From	79-1029						NA			NA		1998
(1028)	0.02	20	R	To	79-1009						NA			NA		1998
				To	Dead End											
Richmond County																
(1029)	0.09	40	R	From	Dead End						NA			NA		1998
				To	79-1028											
Town of Warsaw																
(1033)	0.17	130	R	From	US 360						NA			NA		1998
(1033)	0.09	80	R	To	79-1034						NA			NA		1998
				To	Dead End											
(1034)	0.05	50	R	From	79-1033						NA			NA		1998
				To	Cul-de-Sac											
(1035)	0.07	410	R	From	US 360						NA			NA		09/11/2001
				To	79-1037											

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Warsaw																
(1035)	0.22	160	R	From	79-1037						NA			NA		09/11/2001
				To	79-1038											
(1035)	0.04	10	R	From							NA			NA		09/11/2001
				To	Dead End											
(1036)	0.04	610	R	From	79-1004						NA			NA		1998
				To	79-1015											
(1037)	0.18	130	R	From	79-1035						NA			NA		1998
				To	0.18 MN 79-1035											
(1037)	0.02	20	R	From							NA			NA		1998
				To	Dead End											
(1038)	0.16	100	R	From	Cul-de-Sac						NA			NA		1998
				To	79-1035											
(1038)	0.05	20	R	From							NA			NA		1998
				To	Cul-de-Sac											
Richmond County																
(1040)	0.05	30	R	From	Cul-de-Sac						NA			NA		1998
				To	79-620											
(1041)	0.12	48	R	From	Cul-de-Sac						NA			NA		1998
				To	79-620											
(1060)	0.14	80	R	From	79-607						NA			NA		1998
				To	79-1061											
(1061)	0.06	10	R	From	Cul-de-Sac						NA			NA		1998
				To	79-1060											
(1061)	0.11	40	R	From							NA			NA		1998
				To	Cul-de-Sac											
(1101)	0.15	40	R	From	79-1102						NA			NA		1998
				To	79-686											
(1102)	0.07	30	R	From	79-1101						NA			NA		1998
				To	79-697											
(1110)	0.20	NA		From	79-620						NA			NA		
				To	Dead End											
(1111)	0.29	NA		From	Cul-de-Sac						NA			NA		
				To	79-1110											
(9350)	0.12	280	R	From	SR 3						NA			NA		09/26/2001
				To	SR 3											
(9838)	0.15	380	R	From	US 360						NA			NA		09/26/2001
				To	US 360											